

For Sale.

MacEWEN, FRICKEL & Co.

HAVE RECEIVED FOR SALE,
Especially selected Mail and
other Steamships.

AMERICAN AND ENGLISH
GROCERIES,
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

Eastern and California CHEESE.
Baconless CODFISH.
Prime HAMS and BACON.
Rusian Caviar.
Eagle Brand Condensed MILK.
PEACH, and APPLE BUTTER.
PICKLED OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Pangon MACKEREL in 5 lb. cans.
Bean Ideal SALMON in 5 lb. cans.
Cutting's Dessert FRUIT in 24 lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage.

MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.
COMB HONEY in Original Frames.
Richardson & Robbins' Celebrated Potted
MEATS.
Richardson & Robbins' Curried OYSTERS.
Assorted American SYRUPS, for Sun-
dries Drinks.
McCarthy's Sugar-LEMONADE.
CLAM CHOWDER.
CODFISH BALLS.
Green TURTLE in 24 lb. cans.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb.
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

NEW BOOKS.
3,000 Numbers of "FRANKLIN SQUARE" and
"SEASIDE" LITERATURE, including
McCarthy's "HISTORY OF OUR OWN
TIMES," "EXPOSITION," and
other recent Publications,
from 15 cents to 25
cents each.

WILLIAMS' "MIDDLE KINGDOM."
GRIFFIN'S "MIKADO'S EMPIRE."
"PARTISAN LIFE WITH MOSBY."
"WEARING THE GREY."
BANKROFT'S HISTORY OF THE UNITED
STATES.

MOTLEY'S DUTCH REPUBLIC.
JOHN OF BARNWELDT.
UNITED NETHERLANDS.
"THE HARP OF A THOUSAND
STRINGS."

HARPER'S HALF HOUR SERIES.
FRENCH NOVELS.
Medford WORKS.
School BOOKS.
Presentation BOOKS.

WORKS OF REFERENCE.
ALBUMS of Music, with Words.
ALBUMS of Piano-forte Pieces.
Sheet MUSIC.
Photo-ALBUMS, Etc., Etc.

STATIONERY.
For Ladies, and Office use.
OFFICE REQUISITES of every description.

SPECIALY SELECTED

CIGARS.

WINES, SPIRITS, BEER AND
AERATED WATERS.

Crosse & Blackwell's
and
JOHN MOIR & SON'S
FAMOUS HOUSEHOLD STORES.

TESSON'S DESSERT FRUITS.
SAVOY PATE.
GAME PATE.
PORK PATE.
OX PALATES.
HUNG (Hambro) BEEF.
TRIPE.

FRUITS for Ice.
SHERBET.
COCAINA.
VAN HOUTEN'S COCOA.
ERF'S COCOA.
ROBINSON'S GELATINE.
GELATINE.

Russian OX-TONGUES.
FRENCH PLUMS.
PATE DE FOIE GRAS.
SARDINES.
Ham TONGUE and
Chicken SAUSAGE.

ASPARAGUS.
MACARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.

SEIPOHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly
executed.

Hongkong, May 20, 1881.

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CITY OF LONDON," Captain E. STEWART, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
THURSDAY, the 23rd June, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of departure.
Passes and Space (hold) at the Office
until 10 a.m. on the day of departure.
For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.
A. McIVER, Superintendent.
Hongkong, June 11, 1881. je23

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF
TOKYO" will be despatched for San
Francisco, via Yokohama, on or about
the 20th June, 1881, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Oceans, and to the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.
Freight will be received on board until 2
p.m., the 20th June. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
to be declared.
Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office of Customs and Excise, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 10, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 13, 1881.

Insurance.

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned AGENTS for the above
Company are prepared to accept Risks
on First Class Goods at 1 per cent. net
premium per annum.

NORTON & Co.,
Agents.
Hongkong, May 19, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—

Marine Department.

Policies at current rates, payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £100,000
Reserve Fund upwards of £120,000
Annual Income £250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1880.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at Current
Rates. RISKS of First Class Goods
Reduced to 1/2 per cent. net premium per annum
from this date.

GILMAN & Co.,
Agents.
Hongkong, May 10, 1881.

Entertainment.

GARRISON THEATRE.

AN ENTERTAINMENT
will be given by the
27th LANCERS, entitled
"The Lass that Loved a Sailor,"
(H. M. S. "PINAPORE")
On TUESDAY & WEDNESDAY,
21st and 22nd June, 1881.

Under the patronage of Colonel Hall, R.A.,
Commanding Troops in China and Straits.
Settlements; and by kind permission of
Colonel Geddes, 27th Lancers.

Doors open at 8.30; Commence at 9 p.m.
Chairs at 11 p.m.
Reservist Seats 5s, Front Seats 6s.
Tickets can be had on application to
KELLY & WALSH, Officers' Mess Sergeant,
27th Lancers, or at the Door on the
Night of Performance, or from Color Ser-
geants of Companies.

PUNKAH.
Hongkong, June 16, 1881. je23

Insurance.

THAMES AND MERSEY MARINE
INSURANCE COMPANY,
LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE
BUILDINGS, LONDON.

THE Undersigned having been appointed
AGENTS in HONGKONG AND CHINA for
the above Company are prepared to accept
MARINE RISKS at Current Rates, allow-
ing usual Discounts.

ADAMSON, BELL & Co.,
Agents.
Hongkong, May 3, 1881. 3my82

PRUSSIAN NATIONAL INSURANCE
COMPANY, OF STETTIN.

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to Grant Insurances against FIRE
at Current Rates.

MEYER & Co.,
Agents.
Hongkong, May 10, 1881. 10my82

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

AMETHY, American barque, Captain J.
Slocum—Captain.

ANNA, Capt. American ship, Captain J.
A. Gardner—Gardner & Co., Limited.

BENALDER, British steamer, Captain J.
W. Buchanan—Gibb, Livingston & Co.

C. D. BRYANT, American barque, Capt.
Wm. M. Paine—Edward Schellhaus & Co.

C. F. SARGENT, American ship, Captain
D. H. Alderton—Captain.

CYGNALDE, British barque, Captain P.
Pringle—Bourne Company, Limited.

CONQUEST, American barque, Capt. Geo.
W. Howes—Order.

FOURDE, British barque, Captain A.
Stroud—Geo. R. Stevens & Co.

GREAT SUEZ, American barque, Capt.
H. P. Arbuckle—Edward Schellhaus & Co.

H. H. McILVER, American ship, Capt.
Wm. J. Ford—Order.

JAVA, American ship, Capt. A.
Hudson—Arnhold, Karberg & Co.

JONATHAN CHASE, Amer. barque, Capt.
H. R. Costigan—Stevens & Co.

KROENHAYN, Danish barque, Captain N.
Magley—Winkler & Co.

LOCHIE, British 3-masted schooner, Capt.
D. S. Ewan—Stevens & Co.

LOUISA, Germ. 3-masted schooner, Capt.
N. Scherloh—Edward Schellhaus & Co.

MABEL, American barque, Captain F.
Snow—Naval Yard.

MINERVA, German brig, Captain P.
Dulme—Melchers & Co.

NELSON, British steamer, Captain James
Thorn—Geo. R. Stevens & Co.

OXFORDSHIRE, British steamer, Captain
Q. P. Jones—Russell & Co.

QUEEN OF ENGLAND, Siamese ship, Capt.
S. M. Otton—Chinese.

ROSIE M., British barque, Captain D.
Black—Edward Schellhaus & Co.

TIBET, British barque, Captain J. R.
Rompe—Captain.

VELOCITY, British barque, Captain R.
Martin—Fusant & Co.

XENIA, American barque, Captain N. E.
Reynolds—Rosario & Co.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
"Tania,"
Commandant REYNOLDS,
will be despatched for
YOKOHAMA TO-MORROW, the 18th
Instant, at 1 p.m.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 17, 1881. je18

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The time for Departure
of the Co.'s Steamship
"Yangtze,"
Commandant FELLOUIN,
for SHANGHAI has not yet been fixed.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 10, 1881.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
"Conquest,"
Captain C. B. BAZAN, will
be despatched on SUN-
DAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1881. je19

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
"Nator,"
Captain JAGO, will be
despatched on or about
the 27th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1881.

FOR NEW YORK.

The 5/6 A.L.I. American Bark
"Conquest,"
G. W. Howes, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, June 17, 1881.

NOTICE.

FURTHER TENDERS will be Received
at the Office of the Undersigned up
to 2 p.m. TO-MORROW, the 18th Inst.,
for SUPPLYING the British Bark "HOT-
SPUR" with SAILMAKING and RIGGERS
WORK. Tenders to be for a total Sum,
and Particulars of the Work can be obtained
from the MASTER on board.

MELCHERS & Co.,
Agents.
Hongkong, June 17, 1881. je18

GOVERNMENT NOTIFICATION.

THE Public Auction Sale of Crown
LAND at BOWENSBORO (Inland Lots
Nos. 731, 732, 733 and 734) advertised in
the Government Gazette of the 4th Instant
to be held on MONDAY inst., the 13th
Instant, will take place on MONDAY
NEXT, the 20th Instant, at 4 p.m.

By His Excellency's Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th June, 1881. je20

HONGKONG AND CHINA GAS COM-
PANY, LIMITED.

THE Transfer BOOKS of this Company
will be CLOSED from the 23rd Inst.
until the 2nd Proximo, both days inclusive.

A. NEWTON,
Manager.
Hongkong, June 17, 1881. je3

STEAMSHIP "YANGTZE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship
"Indus," from London, in connec-
tion with the above Steamer, are hereby
informed that their Goods are being landed
and stored at their risk at the Company's
Godown, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before 10 a.m. To-morrow, the
18th Inst., requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Fri-
day, the 24th Instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 17, 1881. je24

MITSUBISHI MAIL STEAMSHIP
COMPANY.STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. "NIGATA MARU," Capt.
WYNN, due here on or about the
23rd Instant, will be despatched as above
on SUNDAY, the 20th June, at Daylight.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 20th June.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE, Cabin Steerage, \$ 80 \$15
YOKOHAMA & NAGASAKI, 25 20
SHANGHAI via YOKOHAMA, 120 40
KOBE, 95 30

A REDUCTION IS MADE ON RETURN CABLE
PASSENGERS.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Offices, PRAYA CENTRAL, West
Corner Pottinger Street.

H. J. H. TRIPP,
Agent.
Hongkong, June 17, 1881. je26

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.

ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 30th day of June,
1881, at Noon, the Company's
S. S. "SINDH," Commandant LEONARD,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 2 p.m.
on the 29th of June, 1881. (Parcels are not
to be sent on board; they must be left at
the Agents' Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 17, 1881. je30

SHIPPING.

ARRIVALS.

June 16, *Schwan*, German brig, from
Whampoa.

June 17, *Himalaya*, British steamer, from
Canton.

June 17, *Chinkiang*, British steamer, 799,
S. M. Orr, Shanghai June 12, General—
Sizemore & Co.

June 17, *Great Sydney*, American barque,
909, Arbocam, Newcastle (N.S.W.) April
23, Coal—EDWARD SCHELLHAUS & Co.

June 17, *Yang-tai*, French steamer, 2774,
Pellegry, Marseilles May 15, Staples 17,
Port Said 20, Suez 23, Aden 26, Gale June
5, Singapore 11, and Saigon 14, Mails and
General—MESSAGERIES MARITIMES.

DEPARTURES.

June 17, *Dela*, for Bangkok.

17, *Chinkiang*, for Canton.

17, *Achilles*, for Shanghai.

CLEARED.

Rose M., for San Francisco.

Perambuco, for Newchwang.

Marborough, for Swatow.

Albany, for Amoy.

Anton Gunther, for New York.

Adria, for Saigon.

PASSENGERS.

Per *Yang-tai*, for Hongkong, from Mar-
seilles, Messrs Macintosh, Bond, Fleurent,
and Meyer's servant; from Singapore, Khaw
Lim Bee (Governor of Romang) and 3 ser-
vants, Lee Eng Swee and servant, Mr
Galmie Christoph, and 2 Chinese; from
Saigon, Mrs Benjamin, and 2 Chinese—
For Shanghai, from Marseilles, Messrs
Cook, J. W. Hart, Bates, and Brandt; from
Port Said, Don Ramiro Gil de Uribarri
(Spanish Secretary); from Singapore, Ha
Lai Long and servant—For Yokohama:
from Marseilles, Messrs Hirajima, Tocu-
gawa, Yamaguchi, Sakai, Tanihara, and
Togawa; from Saigon, Messrs Schmid, Ju-
gania, Buih, Tagina, Jassuro, A. Melon-
celli, A. Andreassi, and Satsaki Lanlaku;
from Singapore, Mr Mihara.

Per *Great Sydney*, from Newcastle
(N.S.W.), Mr and Mrs J. H. Taylor, and
Miss Matti Taylor.

Per *Chinkiang*, from Shanghai, 12 Chi-
nese.

DEPARTED.

Per *Dela*, for Bangkok, 126 Chinese.

TO DEPART.

Per *Perambuco*, for Newchwang, 6 Chi-
nese.

Per *Marborough*, for Swatow, 300 Chi-
nese.

Per *Albany*, for Amoy, &c., 150 Chinese.

Per *Adria*, for Saigon, 80 Chinese.

SHIPPING NOTICES.

The British steamer *Chinkiang*

the employment of Chinese there as captives, gardeners, builders, and probably as domestic servants. At Port Elizabeth and other Cape Stations the greatest difficulty is felt by the European Communities in obtaining this sort of labour, from two causes. Firstly, European skilled labourers soon find their way up country into farms; and secondly, the native tribesmen leave work so soon as they can gather together as much as will buy a wife, when the "weaker vessel" has character to maintain the "lord of creation" in idleness. To return to the proposed experiment. A number of gentlemen in Port Elizabeth have commissioned the agent above spoken of to engage a limited number of Chinese to proceed to the Cape in the capacities before specified; and the respectable kind of skilled labourers required are so much appreciated there, that it is fully expected the first trial will lead to the introduction of a Government measure to obtain a supply of selected men being asked for through the Secretary of State for the Colonies. It has been proposed that, as these emigrants are not to enter into any contract of service or have their passages paid, but are to be at liberty to engage themselves at the most remunerative wages they can obtain, facilities be given them to join and take shares in a Mutual Co-operative Society, to be formed for the purpose of supplying labourers to the various stations. This action, it is hoped, will give the workmen a common interest in the success of the movement, while it must materially add to their wages, as the profits are to be divisible in proportion to the number of shares held by each workman irrespective of the rate of wages earned. The profits likely to be realised, as well as the wages that may be obtained, are calculated upon a most liberal scale, on account of the great need for labour. It is also contemplated within the scope of this Mutual Society's operations, to supply necessities for the workmen—a step which will do away with the necessity of employing the often too well-paid caterers for such commodities seen elsewhere. To encourage a general trade with China on a small scale is also contemplated among the objects of this Society; but that portion of the programme will doubtless be regarded as dependent upon the future prosperity of the scheme. Altogether the enterprise strikes us as the fairest and most impartial proposition we have ever met with in our somewhat extended knowledge of such projects; and we can only express a wish not only that the first venture may be a success, but that the enterprise of Port Elizabeth will be followed by other industries thriving and extending with the assistance of well-chosen, respectable Chinese workmen and domestic servants. If we might offer a hint, we may add that the Cape Colonists, if they are wise, will place every facility in the way of the wives and families of those who enter into their scheme being taken along with the bread-winners.

We (Catholic Register) understand that some changes in the Governorship of the Portuguese Colonies are impending. It is said that Senhor Graça, the present Governor of Macao, will be appointed Governor-General of Mozambique, Viscount Paço d'Arcos will be transferred to Portuguese India, and Senhor Vasco Guedes take up the appointment of Governor of Macao.

We (Catholic Register) learn that a pamphlet entitled *A Justificação d'uma dissidência* on a causa d'uma dissidência imminente has been published by Mr. A. J. Bastos Jr., the late Chinese judge in Macao, in defence of his decision in the Ho Gan Fong case and his subsequent conduct in repelling the Governor's intervention in judicial matters, conduct which gave rise to his being removed from the functions of his office.

A CORRESPONDENT of a home paper gives the following as the incomes of the four richest men in the world:—

Date of Birth.	World.	Net Income.	Other Income.	Total.
1800	1800	1800	1800	1800
1800	1800	1800	1800	1800
1800	1800	1800	1800	1800
1800	1800	1800	1800	1800

It thus appears that the richest man in the world is Mr. W. Mackay, who, thirty-one years ago, was a penniless boy in Ireland. Twenty-one years ago he travelled through the United States as a peddling salesman, and seven years ago he was a bankrupt at the age of forty-six he is the owner of the richest silver mine that has ever been discovered, and has a yearly income of £2,750,000. But if Mr. Mackay is the richest individual in the world the Rothschilds are the richest family in the world. In 1872 one of the family died at Vienna, and all the members gathered together to show respect to his memory. The opportunity was taken to tally the wealth of the whole family, and it was ascertained that between them the Rothschilds possessed £90,000,000. They manage to make an average interest of no more than 5 per cent on their capital, they have an annual income of £4,000,000. Deduct £100,000 of their personal expenditure, and they lay by perhaps £3,900,000 a year. So since 1872 their capital may have increased with interest by some £20,000,000, and they may now be worth £150,000,000, which at 5 per cent would have an income of £7,500,000 per annum, or £16,438 per diem, or upwards of £11 per minute. This is a good deal of money, yet the Rothschilds work as hard as though they really are in want of more. Their ambition is to add to the pile, and never yet has a spendthrift been born among them.

Mrs. Olga Duboin, the famous Russian pianist, and now a celebrity in Australia and the East, is, we are informed, to pay Singapore a visit shortly. She will leave Batavia on the 11th June next, and will stay at Raffles, where she has been invited by the Resident, and others to play. At present she is the guest of the Resident of Batavia, in Java, where she is recruiting her health in the hills after a lengthened tour since leaving Singapore in June last.

With regard to the tea-ree (the Courier of the 11th writes:—

Our Hankow correspondent, under date of June 8th, informs us that the *Cairnmore* left on the 7th with 1,826,992 pounds of tea; the *Glenorchy* at 8 a.m. on the following morning, with 3,830,219 lbs. of the *Peterburg*, two hours later with only 1,674,666 lbs.; and the *Alban* at 10 a.m. with 2,444,738 lbs. The only tea steamer left in port is the *Norfolk*, circled at 25,100, but two or three more are expected, freight having stiffened somewhat. Total export to date, 34,661,232 pounds. The season closed last year on June 18th, with a total of 37,777,935 lbs., and as there is still a considerable stock on hand, it looks as if the prognostications of tea men, as a short crop this year, were likely to be realised. Second crop tea are expected to arrive in about a week.

The *Peterburg* left Hankow at 3.30 a.m. on Wednesday last, and arrived at Wou-sung at 6.30 p.m. on Thursday. She thus made the passage in thirty-one hours, which time, we believe, has not been beaten. She overtook and passed the *Glenorchy*, *Cairnmore*, *Breconshire*, and a river steamer. Mr. G. Mobay was her pilot, and he was landed at Wou-sung without the steamer anchoring. The *Peterburg* then proceeded straight to sea.

Law Notice.

IN THE SUPREME COURT OF HONGKONG.
(Before the Full Court.)
ORIGINAL JURISDICTION.—Saturday, 18th June, 10 a.m.—Suits No. 63, Woo Mut Yu v. Thomson.—Motion for a new trial and arguments on points reserved.

Police Intelligence.

(Before the Hon. M. S. Tonnochy, Acting Police Magistrate.)
Friday, June 17.

DEVILING A STEAMER.
Chian Au was convicted on the evidence of private in the Innickillings of delving a public steamer, and was fined \$5 or three weeks' imprisonment.

FIGHTING.
Two Chinamen were charged with fighting in the street on the 15th inst. The first defendant was discharged and the second fined \$5 or fourteen days in Gaol with hard labour.

ASSAULT.
Tasi Akun was charged with assaulting Octavio Bartolomeo Troping. Complainant stated that he engaged two chairs, one for himself and another for his wife and child. When the chairs got near to his house the defendant refused to go further, owing to the fact that the wife was too steep. Complainant gave ten cents to be divided between the two chairs, one of them bolted with the money, and defendant seized him by the arm so roughly that he nearly made him fall, rolled up his sleeves, and offered to fight him. He went and got a policeman, who took the case into custody.

Defendant was fined \$5 or three weeks' imprisonment with hard labour.

"THE BITE BIT."
Mahee Khan, a police constable, was charged with assaulting Ng Tsan Tin, a school-master in the Government School at Wanchai. This was a remand case. To-day the defendant was discharged and complainant placed in the dock, as also one of the witnesses, who asked what they had to say against being punished for giving false evidence. Both said that what they had stated was true; but after evidence had been given, the first defendant was fined \$20 or one month's imprisonment with hard labour, and the second \$10 or fourteen days in Gaol with hard labour.

POCKET PICKING.
Chian Ayau was charged with picking Mr. Afook's pocket, on the 10th inst. Defendant said he merely picked up the purse, but admitted having been in Gaol twice before.

Three months' imprisonment with hard labour.

WAL SING TICKETS.
Lun Acha was charged with keeping an agency for the sale of Wal Sing lottery tickets.

Inspector Staunton gave evidence as to visiting the house No. 2, Cheung Hing Street, and gave particulars of what he had seen there.

Two Chinamen also gave evidence, and the defendant was fined \$100, or three months' imprisonment with hard labour, \$10 to go to the informer.

FERROSTATING BAIL.
In this case, which was reported yesterday, the defendant (Cheung Sam King) was fined \$10 or fourteen days in Gaol.

SUSPICIOUS CHARACTER.
Ching Aching, remanded from 16th June, was, after some further evidence, today sentenced to three months in Gaol with hard labour as a vagabond.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before His Honour F. Snowden, Esq., Acting Chief Justice.)
Friday, June 17.

MAK NGAI WAN v. SAM WO. This was a case in which damages were sought for non-delivery of salt.

The Attorney General, instructed by Messrs Denny and Mossop, appeared for the plaintiff; and Mr. Haylar, instructed by Messrs Breerton and Wotton, for the defendant.

The case was tried before a special jury consisting of the following gentlemen:—Messrs N. J. Ede, T. J. Rose, P. A. de Costa, D. McCulloch, H. F. Meyer, R. E. Bellios, and J. G. Liddell.

The plaintiff's case was that the defendant had agreed to supply him with a certain quantity of salt, and that he had paid for it, but that the defendant had failed to deliver it. The defendant's case was that he had delivered the salt, but that the plaintiff had refused to receive it. The judge found in favour of the plaintiff, and awarded him damages of \$100.

Another witness was examined as to the refusal of the defendant to fulfil the terms of the contract. Mr. Haylar said they had the onus thrown upon them of showing that the contract did not contain the meaning put upon it by the plaintiff; that they were liable for the payment of damages. It was well understood between the parties that if the defendant could not get the *Charles Town*, the contract was not to take effect, and they said further that the contract was not in full and complete condition. Another arrangement would be made simply meant an agreement between the parties. He would not say what the witness meant as to the point. They had nearly succeeded in getting the *Charles Town* Hook, but that ship had received a more lucrative charter. They had brought this to the notice of the plaintiff, but he denied it. The true point was that the defendant was not available. With reference to the difference in price, if the jury gave a verdict for the plaintiff, they must reduce the price considerably.

Sung Hing was called as the first witness for the defence, and spoke to the transaction on his side of the question.

Sam Wo was examined at some length and was cross-examined by the Attorney General. Some other evidence was taken, and then

Mr. Haylar said the case seemed to reduce itself to what appeared to be on the face of it, the true point was that the defendant was not available. With reference to the difference in price, if the jury gave a verdict for the plaintiff, they must reduce the price considerably.

There are dissensions among the Land League, the treasurer of which has strongly disapproved several influential members. Mr. Goschen has left Constantinople for London.

May 27.—Negotiations for a new treaty of commerce between England and France have been suspended.

Later accounts respecting the capturing of the excursion steamer in Canada state that 240 bodies have been recovered.

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May 29.—Enforcing of writs in the West of Ireland is meeting with great resistance. A very serious riot took place yesterday at Bitchelstown, County Cork, where 12,000 persons assembled to oppose the enforcement of the writs.

The Judge summed up the case. He thought the sole point was whether an oral agreement had been made. If they thought an oral agreement had been made, then the whole thing was cancelled. The learned Judge went over the evidence in detail. He placed four issues before the jury, and after referring to consider their verdict they answered as follows:—

1. Was an oral agreement made at the same time as the written contract, and was the same subject to the chartering of the ship, provided the charter was cancelled? (The jury answered "No.")

2. Was the charter obtainable? (The jury answered "No.")

3. Was an oral agreement made by the authority of the plaintiffs, or if so was it ratified by them, or did the broker go beyond the scope of his authority? (The jury answered "No.")

4. Was any agreement made by the plaintiffs, or their brokers in their behalf, to cancel the contract? (The jury answered "No.")

The foreman said they did not understand they were to answer the damages; but they were to answer the question as to whether the contract was cancelled or not.

We consider the damages to be the difference between the contract price of 200 dollars per dollar and 185 cents per dollar, in other words 15 cents per dollar.

Japan.
YOKOHAMA.
(Gazette.)

The Mainichi Shinbun, as a preliminary introduction possibly to its promised scheme for working the Kaitakushi on a profitable basis, publishes today a long article giving particulars of that institution and its management. It points out with some degree of asperity that 1,800,000 yen is a fair estimate of the sum swallowed up annually by the Kaitakushi department in the furtherance of its colonization scheme, a sum equal to nine per cent of the population of the island of Yezo. A comparison of this expenditure is made with the expenditure of the central Government in its administration of public affairs, which only amounts to two yen per head of the population. Of this annual disbursement of 1,800,000 the central Government contributes but the large sum of over 1,000,000 yen; 600,000 yen are paid by the people of Yezo in the shape of taxes, and 33,000 yen in round numbers are the returns of thirty-four factories which the department has under its direction, and which the Mainichi Shinbun says have cost the country 10,000,000 yen. These factories are condemned in scathing terms as detrimental to the real progress of the island of Yezo, and likened unto sharp frosts which destroy the germs of industry; and as cannon balls crushing everything before them, no doubt the progress of the Kaitakushi breaks down free competition in trade by the people. The brewing and other establishments are said to be very grand edifices, but their returns are so poor that not one gives receipts equal in amount to the money expended in working it.

The *Chugoku* Shinbun publishes some particulars of the shipping which it appears to think should inspire confidence in the future of the mercantile navy of Japan. The figures given form the following comparison between 1873 and 1878:

Year	Steamers	Sailing vessels	Total
1873	110	26,380	26,490
1878	36	8,483	8,519
1879	22,092	3,702,107	3,724,199
1880	22,638	3,702,107	3,724,745
1881	116	26,380	26,496
1882	174	27,561	27,735
1883	18,714	3,285,666	3,304,380
1884	19,004	3,285,666	3,304,670

Our native contemporary observes that by these figures it is clearly shown how Japanese maritime interests are being steadily promoted. If we could conscientiously support this conclusion we should have the utmost pleasure in doing so, for nothing has a more important bearing upon the future of Japan as a commercial nation than the extension of her merchant navy. The statistics, however, are most unflattering. The decline in the number of vessels is not a matter of such importance as the reduced tonnage now available in face of the monopoly exercised by government; a monopoly with visible effects standing out in the fact of the Japanese flag being absent in six years, a period during which all other nations, except, perhaps, the United States, another protected navigation company, have made great strides in the capacity of their marine conveyances, the merchant navy of Japan has been increased by 3,848 craft, but 25,596 tons of carrying capacity. A still more serious view of the question arises from the fact, the *Japan Mail* notwithstanding, that the whole trade of this country is confined, for ordinarily swift transport, to 70,314 tons of ships and steamers, of which fully three-fourths is the property of government or government agents.

In the last number of "Nature" which we reached we observe that amongst the fifteen candidates selected by the President and Council of the Royal Society for the fellowship of their society, is the name of Mr. W. E. Ayrton, a well known old resident of this country. It will be remembered that this gentleman's name has usually appeared in conjunction with that of Professor J. Perry also an old resident amongst us. From the reports in a scientific paper which has recently reached us we observe that these two gentlemen, who are accused of having endeavoured to remove the centre of scientific research from London to Tokyo, are known to the scientific world as the "Japanese twins."

If they really are twins, we sincerely hope that they may be as quickly united in their honours as they have been in their work.

NEWS BY THE FRENCH MAIL.

The M. M. Co.'s steamer *Yangtze*, Capt. Pellegri, with the London mail of the 13th May, arrived this afternoon. We give the telegrams from Indian papers found in the *Straits Times Extra*, of date June 10th, and a few cuttings from the *London and China Express*—

TELEGRAMS.
London, May 26.—The jury has returned a verdict of guilty against the Editor of the *Standard*, who was charged with libel on the prisoner to money. Sentence deferred.

An excursion steamer was capsized at London in Lake Ontario; 200 persons drowned.

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Sarawak, which has been constructed by Messrs Blackwood & Gordon, has left Glasgow on the 16th inst. She is named *the London*.

His Excellency the Marquis Tseng, Chinese Minister to England and France, who has lately been staying in Paris on leave of absence for two months, as mentioned at the time, will return to London about the 16th inst. He understood that His Excellency will probably proceed to St. Petersburg in the month of July, for the purpose of the ratification of the Treaty recently concluded between Russia and China.

The Imperial San-Committee of the Chamber des Deputes at Paris have recommended the vote of £2,000,000 for the augmentation of the French Squadron in Cochin China. This is with a view of carrying out the Treaty of 1874 with Annam. It is also stated that France will not annex Annam, but will place it under a Protectorate similar to that in force over Cambodia at the present time.

Mr. Martin, the President of the Tung Wai College at Peking, who is now in Europe on leave, has been requested by the Chinese Government to study the various systems of education in force in the West, and to make a report thereon. Mr. Martin, who is at present in Paris, will, we understand, proceed also to Berlin, Rome, and London for this purpose.

Advices from Peking state we understand that no appointment has been made as Japanese Minister to Paris, in place of the late Minister there, His Excellency Same-shima. It is considered very probable that His Excellency Maury-Arikata, at present Japanese Minister in London, will assume charge of the Legation in both countries.

We hear that Mr. Russell Robertson, who was called to the Bar by the Middle Temple on the 11th inst., proceeds immediately, via San Francisco, to take up the appointment of Judge of the Consular Court in Japan, which is to be filled until the return of Mr. Romieu, who is on leave.

The three new gun-boats of the *Epaulon* type which were recently constructed under the superintendence of Sir William Armstrong, for the Chinese Government, have been named the *Lotus*, *Kappa*, and *Lambda*.

There will be a meeting of Orientalists this next September at Berlin, at which a number of those interested in the East are expected to attend.

Mr. Raimond Lazard, the newly-appointed student interpreter in Japan, left Southampton for that country on the 11th inst., per P. & O. steamer *Imperial*.

The new die of the Queen for the currency is in a forward condition. The impress coin will represent the Queen with an Imperial crown, this being only the second die during the present reign.

Advices from Peking, dated April 9, state that the Viceroy of Dong has completed his repairs, and went out to the outer anchorage on the 6th ult., and will no doubt sail immediately.

Sir Michael Hicks-Beach was installed as Provincial Grand Master of the Gloucestershire Province of Freemasonry yesterday.

Mr. W. Hart, the engineer of the Shanghai Waterworks Company, leaves by this mail for Shanghai to assume the direction of the erection of the plant and material.

The Lord Mayor presided over the forty-sixth annual dinner of the London City Mission, which was held in Exeter-hall. The report presented by the Rev. J. Fletcher, clerical secretary, stated that the Rev. R. Dawson, formerly a missionary in China, in connection with the London Missionary Society had visited the late Governor of Peking, and what steps have been taken to protect Europeans and other foreigners in the present disturbed condition of that country.

The Tyne troopship, *Commodore J. E. Stokes*, which left Hongkong on the 5th ult. for Portsmouth, and the *Admiral*, which left Hongkong on the 10th ult. for Portsmouth, arrived at Aden on the 8th inst., in continuation of their homeward voyage.

The *Swift*, double screw gunboat, Commander W. Collins, left Malta for the China Station on the 8th inst. The gunboat *Seigneur*, homeward bound from the China Station, left Gibraltar for Portsmouth on the 8th inst.

Admiral Trench, accompanied by the Naval Commander-in-Chief at Portsmouth (Admiral A. P. Ryder), inspected the *Indefatigable*, *Invincible*, and other vessels at that port on the 20th inst.

Lieut. A. Oregan, one of the officers who was lost in the *Detetel*, served in the *Admiral*, Capt. Philip H. Colomb, under the flag at China of Vice-Admiral Alfred P. Ryder, from 1874 until 1876, when he joined the *Charley*, Capt. Richard E. Smith, for navigation duties, and in 1877 was promoted to Lieutenant. Lieut. William Carmichael Forrest, also lost in the *Detetel*, served in China in 1870 as midshipman.

Colonel C. G. Gordon has accepted the appointment of commanding Royal Engineers at the Mauritius, and will shortly proceed to that island.

Steps are being taken by various countries to carry out the scheme for sending small parcels through the post, which was agreed to at the International Convention recently held in Paris. The states which were represented at this convention, including Austria, Belgium, Denmark, France, Germany, Great Britain, Holland, Italy, Portugal, Switzerland, and Turkey, agreed that in future all parcels, not more than nine cubic inches in bulk or two feet in length, not containing any letter or explosive substance, and not exceeding three kilograms (6.6 lbs.) in weight, should be transmissible through the post-offices of any of the countries which signed the convention.

Although this convention was signed last year, the only countries which have as yet put it into force are France, Germany, Belgium, Luxembourg, and Switzerland.

At the beginning of this month parcels of the character described above may be sent between these countries at an average rate of one shilling. Nor is this all. The French Post Office is so anxious to facilitate the carriage of parcels within the limits of the Republic that the Minister of Posts and Telegraphs had made arrangements with the principal railway companies by means of which they will, when not exceeding the weight of three kilograms, be conveyed from any one station to another for sixpence, with an additional 2d. if they are delivered at the consignee's residence.

Parcels weighing from three to five kilograms will be carried for rather less than a shilling. The railway will give a receipt to the sender, who, in the event of the parcel being lost or damaged, will be able to claim an indemnity of fifteen francs.

The International Convention must be brought into execution not later than the 1st of October.

Senator Miguel d'Almeida has resigned the portfolio of Foreign Affairs, and will resume his former diplomatic post of Portuguese Ambassador to the Court of London.

The new steam yacht for the Rajah of Sarawak, which has been constructed by Messrs Blackwood & Gordon, has left Glasgow on the 16th inst. She is named *the London*.

The Government has signed a contract for the construction of a railway from Lisbon to Cintra and Torres Vedras.

A member of the Government of Chili, whose official position gives an authentic character to his figures, has prepared a series of tables showing the losses of the Chinese and of their foes—the allied Peruvians and Bolivians—in the late war up to the date of the taking of Lima. The following figures, exclusive of smaller skirmishes, are included in the list:—Chiliana, Chilpana, Iquique (twice), Pisagua, Fermin, Tarapaca, Tacna, Arica, El Manzano, the two battles before Lima, Chorrillos, and Miraflores, together with a series of naval fights, at which the Chinese lost 3,276 dead, 300 prisoners, and had 3,270 wounded. The defeated Peruvians lost 9,270 dead, 7,020 prisoners, and 4,430 wounded, or 21,213 of their male population. The Bolivians lost 920 dead, 300 prisoners, and 1,210 wounded, or a total of 2,430 men. The three States between them are the poorest in population through this "little war" by 15,885 souls, and they have nearly 12,000 wounded, and they have nearly 21,213 of their male population.

The *Turkistan Gazette* publishes news from the town of Tashkent, which says that an announcement has been made by the Chinese Government to the effect that Russian merchants are free to trade and send caravans to Tashkent and the towns in Western China, and that the robbery of their caravans or interference with the traders will be punished with death.

Advices from Shikho and other frontier towns lead to the belief that this announcement was not known there.

THE OPIUM TRADE.
The Earl of Shaftesbury took the chair at the fifth annual meeting of the Society for the Suppression of the Opium Traffic on the 10th May. His speech was supported by, among others, Sir Wilfrid Lawson, M.P., Mr. Arthur Pease, M.P., Mr. Hugh Mason, M.P., Mr. W. Fowler, M.P., Mr. J. Cropper, M.P., Mr. Theodore Fry, M.P., and Mr. Lewis Fry, M.P. Letters were read from the Archbishop of Canterbury, the Lord Mayor, and other influential persons, regretting their absence from the

